

THE BEACON

JULY 2006

A PUBLICATION OF THE SOUTH COAST CORINTHIAN YACHT CLUB



COMMODORE'S REPORT
by Sandy Bartiromo

Semi Annual Report

SCCYC can boast of several improvements since January 2006. Our current membership is 77 active flag members. That's an increase from our usual 60-65 members of the last few years. This increase is partially due to our Lido fleet that is increasing exponentially.

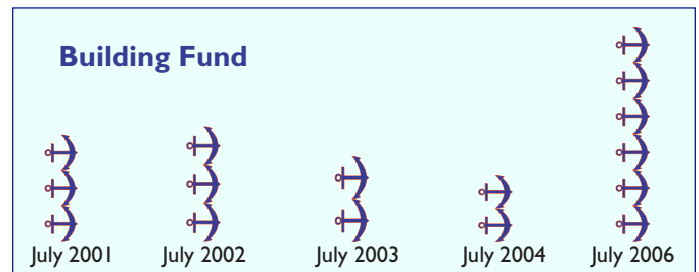
The Lido Fleet has 17 club members and is one of the most active groups in our harbor. We have added one race to our regular race schedule, the Lido Invitational and 2006 District I Championship. The Lido Fleet has hosted an Open House and has recruited several members from this one day. The Lido day clinic was top notch and well attended.

Our regular races have increased in participation from the years past. This is mostly due to the excellent advertising on the web and the first class NORs that our race chair is producing. People want to sign up for a race that looks professional and has outstanding publicity. These races; Les Storrs: 29 boats, and The Corinthian Cup: 20 boats, have been better attended than any of the years I can remember.

We now have a Paddle Fleet that plans several future activities, and the Power Fleet is planning to attend a multi club fishing derby with Del Rey Yacht Club. We've had outstanding fund raisers starting with our MS Sail 2006, Texas Hold 'Em, and the sale of Club House Throw blankets.

Our Cruise Chair has 4 club cruises planned for this year, last year we had only 2. We have been able to rejuvenate our classic Friday Night Dinners by not cancelling a single dinner.

Our financial picture is depicted by the following table. The dollar symbol has been changed to protect the innocent; due to the fact that this newsletter goes out to the public. This table is from our bank statements corresponding to the year. I feel that our communication has improved tremendously and want our members to have the facts.



With this report, I predict that the future of SCCYC is optimistic, our financial picture secure, and we should be able to weather the redevelopment of Marina Del Rey.

Please come to the club for our usual dinners, meeting, races, and activities.

Remember to bring a friend!—Sandy B. at the helm.

SCCYC and Del Rey Yacht Club
Multi Club Fishing Tournament
August 12, 2006
Location: DRYC Cat Harbor Facility
Friday August 11th: 6:00pm Cocktail Party
Saturday August 12th: 7:00 am Fishing Derby
\$60.00 per person Anglers Fee
 Applications are at SCCYC Club House or
 call me for more info: Sandy 310 721-0244



Ron Kenney Commanding the Bridge "Party"

SCCYC Cruise to Shoreline

by Dana Hutton, Cruise Chair

Our June cruise to Shoreline Yacht Club was grand fun! 7 boats signed up and 4 members arrived by land yacht. If you were not part of the 20 participants, you missed out on a good time!

Their Port Captain, Terry Asher, had everything arranged for our arrival. The slips were ready and he was on the radio (VHF) helping us navigate the docking arrangement for each boat. What did we do, you ask? We enjoyed 2 wonderful dinners at SYC, some boaters cruised the harbor in their dinghy and we played a 'Harbor Boat Name' game won by Pat & Ron Kenney. We had a salsa contest, Sandy Clark thought he was going dancin', but our contest was the food kind! All of the submissions were awesome, but when the votes were tallied, the overall winners were Diana McDougal for 'Best in Taste' and Beverly Hightower for "Best in Presentation". All contest winners took home a bottle of champagne!

Our Friday evening dock party was fun and we had some great goodies and beverages before our dinner. Dinner was prepared by the Shoreline staff.

Pat and Ron Kenney were gracious hosts of our



Bob, Sandy, Mark, Nancy and Samantha enjoy the 2nd Story Balcony view at Shoreline

Saturday Happy Hour party aboard their beautiful vessel *Calm Seas*. Thank you to the both of you!

Terry and Darlene provided *DogHouse* as the boat from which we served a Sunday morning farewell breakfast before all the cruisers departed to their home ports. Thank you to the

Stringfellows.

New members Smitty and Beverly joined in on the fun with their power boat *Back Patio*. *Windfall* brought along Bob Kellock and Samantha. And, Commodore Bartiromo represented SCCYC well in blazer style at the SYC clubhouse.



Salsa Celebrantes

Shoreline Village has a beautiful club house that's only



Part of the Hosting Committee

3 years old and the club members are very proud of their building. It's a volunteer club, just like ours but they do have 3 paid staff members. I

hope you are planning to join us on the next cruise to Emerald Bay July 14-16. And, remember to certainly mark your calendar for the Commodores Cruise to the Isthmus on August 18-20.

See you on the seas! Dana Hutton, Cruise Captain



SCCYC CRUISE CALENDAR

June 23-25

Cruise to Shoreline Yacht Club in Shoreline Marina, Long Beach

July: 14-16

Cruise to Emerald Bay, Catalina

August 18-20

"Catalina Commodores Cruise" to Two Harbors

September 23-24

Cruise Saturday to the Isthmus and Race Back Sunday in Fletcher Cup

October 6-8

Buccaneer Days at Two Harbors

For more information, Contact our Cruise Chair, Dana Hutton @ 310.902.0654 or Email: MDRSailorGirl@yahoo.com



RACE CHAIR'S REPORT
by Stu Coleman

Five SCCYC Lidos took part in the High Sierra Regatta held Tracey Kenney took second and Gary Schaeffel took fourth in High Sierra Regatta Lido 14 B fleet of 27 boats. Look for complete coverage in the August Issue of the *Beacon*.

Lido day was a great success with Don Baker, Gary, Tom, Tracey, Kelly, and Robert giving rides non-stop from 11:30 - 4pm and we welcome new Lido owner Mel to the club!



The Sparta Crew with more reasons to build more shelves

In the SMWYC MDR to San Diego Race, Carl Radusch and The Sparta crew took First place honors in every way possible arriving before 4am! Shari and I crewed with Gary Speck aboard Jim Doherty's *Camelot* and arrived before noon. Just in time to enjoy SWYC Bloody Marys and hot showers.

In *Reliance* News, Shari and I took 4th in the PSSA Double-Handed Inverted Start race, finishing in a dead heat with a 49' Jeanneau. Quite tiring after 3 spin-sets.

Shari went on to represent SCCYC in WSA WAH

Regatta last weekend with a second in the cruising division. Despite getting the gun on the fourth race, it's hard to out-sail a boat that has no keel and weighs a fourth as much.



Indefatigable (nee Reliance) in the WAH

The annual SCCYC One-DesignWeekend will be run July 22nd-23rd with our usual burger and dog hospitality and that friendly SCCYC cordiality. I could use a few volunteers to help with hospitality and cordiality. The Outlook Trophy race is just over a month away and I hope to see more Lidos out there braving the swells. *Sail Fast — Stu*



QUARTERMASTER'S CORNER

We have a plethora of great South Coast Corinthian Yacht Club logo wear available in the Ship's Store. If you can't find your size, place a request on the cork board near the Beer Cooler and we will get it ordered for you.

- Golf shirt\$28.00
- T Shirt\$15.00
- T Shirt (Long Sleeve)\$17.00
- Sweatshirt.....\$21.00
- (\$2.00 surcharge for any 2XL & up)
- Windbreaker Jacket.....\$41.00
- Baseball Cap\$13.00
- Hat Bands.....\$ 7.00
- Brief Case.....\$15.00
- Bouillons\$28.00
- Golf Towels\$ 5.00
- Burges.....\$16.00
- License Plate Holder.....\$10.00
- Canvas Tote\$ 9.00
- Zippered Tote\$ 9.00
- Club House Throw Blanket....\$35.00

(we have to order these in bulk so please tell Sandy if you want to purchase one.)

We hope to expand our offerings, so if you have a sellable idea please talk to me and we can work out the details.

Membership Report

ACTIVE MEMBERS	77
Flag Members	63
Life Members	5
Non Resident Members	6
Cruising Members	0
Honorary Members	2
FORMER MEMBERS	1
Steve Weinman	
NEW MEMBERS	1
Mel Widawski	
PENDING MEMBERS	3
Carlos Miller	
Ted Seay	
Jennie McCarthy	



A hearty hip-hip hooray to Chris Rulla, who has been piling yeoman duty sorting out the O.D. Schedules and balancing out everyone's availability and following up with schedulees with their duty assignments. Make your Duty day a special event with drink specials, games, or a movie.

Everything You Wanted to Know about Sportboats but, were Afraid to Ask!

By Jerome Sammarcelli & Nik Vale

Are you in the right frame of mind for a Sportboat?

You are if you answer YES to one or more of these questions:

- You own a dry suit (or semi-dry suit).
- Your favorite movie (although you don't want to admit it) is *Waterworld*.
- Your budget is NOT unlimited.
- Your spouse doesn't get it.
- Your second favorite movie is *Wind* (although I understand if you don't answer YES to that one).
- You have a hitch on your car and are eager to use it!
- You know that Carbon Fiber is NOT a cooking recipe.
- You have sailed faster than 16 knots downwind at least once. *Seriously*.
- You have tried to sail faster than 16 knots downwind again.
- You know that "To round up" is NOT a position found in the Kamasutra.
- Nor is "To capsize"!

What are the characteristics of a Sportboat?

Sportboats are typically between 20 and 30 feet long and are often close to 8 feet wide (regardless of their LOA – Length-Over-All). Their hull shape is generally flatter than a traditional sailboat, this allows the boat to plane at low speeds and surf at even higher more exciting speeds. They also tend to carry more sail area than other sail boats making them faster in light winds. Sportboats are often super light due to their small size, the manufacturing techniques employed and the use of high-tech materials. They often have a carbon mast, carbon bow-sprit, composites hulls, high performance sails and top-of-the line deck hardware. Despite all these differences they are still keel boats - the keel is usually a long fin with a large bulb at the end. A lot of sport boats have a lifting keel making it easy to store the boat on a trailer and then launch it from either a ramp or a yacht club hoist.



A Fleet of Open 5.70s racing from Europe to their new homes in Marina Del Rey...

Where can I race my Sportboat?

Sportboats are considered a new and very different species of racing sailboats. They usually race One-Design because their sailing performance is very different from more traditional boats. Of course it is still possible to race in Performance Handicap Racing Fleet (PHRF), however, sportboats are so fast that in PHRF they usually have to race against much larger boats. For example, a 24 foot Sportboat might end up racing against boats that are 35 or 40 feet!

What about maintenance?

Sportboats require very little in the way of maintenance because they are usually simple, have no wood, little or no living space and no bottom paint!

Who owns a Sportboat?

"Fast is Fun" is the motto of Sportboats owners. There is no age limit to sail and race a sportboat. Lots of dinghy racers jump into the Sportboats world because after all, Sportboats are dinghies with a keel. The sensations are such that even experienced sailors still prefer Sportboats because of its simplicity and fun.

Where can I get one?

There are many Sportboats on the market. Europe is making most of them although one of the real first Sportboat (the Melges 24) was made in the USA. Each Sportboat is always trying to create a more exciting sailing experience without compromising performance or safety, while keeping everything very affordable for the sailor! *continued next page*

Tides

by Peter Beale

Although we, in Southern California, are blessed with year round sailing we are deprived of any significant effect of one of the oceans most interesting elements... Tides.

In theory tides are the vertical movement of bodies of water as a result of the gravitational pulls of the sun and moon but in reality they are a sailor's best friend or diabolical enemy.

In Los Angeles' Marina Del Rey we experience a pitiful tidal range of about 3 ft and, on exceptional spring tides, 6 to 7ft. The tidal current, as the tide floods into or ebbs out of the marina, is normally about 1/2 a knot and, on exceptional spring tides, goes up to 1 1/2 knots. Compare this to a 40+ft range and 6+knots current experienced in places such as Brittany on the Atlantic coast of France.

When I was first confronted with such extreme tidal phenomenon I was intimidated, but soon realized that the tides can be of great benefit.

The currents of the Atlantic tide that floods into the narrowing English Channel between the South Coast of England and Northern France achieve speeds of up to 5+ knots in easterly direction and then ebb to the west at similar speeds. One plans ones trips along the South Coast of England, and trips to and from France, to travel with the tides, so even in low winds, one can make good speed over the ground. When the tide changes direction, to diminish the current's effect, one goes in close to the shore or drops the anchor and waits. Even with an engine there is not much point in driving the boat at 6 knots into a 4 to 5 knot current.

In the English Channel the tide ranges are often 10ft to 14ft. Where harbors have bars at the entrance one has to plan the timing of entering or sit and wait a few hours. Harbors with strong tidal current have to be entered at the high or low water slack periods.

If one wants to scrub the hull bottom, or put on a new antifouling coat, all one has to do is tie up to the appropriate harbor wall, wait for the tide to drop and lean the boat against the wall, climb down onto the sand and work without paying marina lift charges.

When anchoring, one has to be to be careful not to be left high and dry at low water.

The first time I crossed the 60 miles of the English Channel to Cherbourg our navigator ignored the tide set, and we ended up 15 miles to the west of the port entrance in the Aldany race and spent another 6 hours beating into a force 8 gale to get to the safety of the harbor. I have never delegated navigation again.

Where a headland sticks out into the tidal flow the volume of water trying to get past causes turbulence or "races" which are dangerous for small boats. The vertical waves in the races, that are forced up from below, can trap the boat in the middle of the race and toss it around eventually even breaking it up. Often there very are narrow channels of slack water between the race and the rocky shore and, when I plucked up the courage to go into one at Portland Bill, I was amazed to find such a tranquil route surrounded by wild water on one side and jagged rocks a few yards on the other.

In certain rivers the tide creates a wave or bore that rushes up the river pushing smaller boats out of its way.

When the wind is blowing strongly against the tide it often causes short heavy waves which make the sea very uncomfortable, similar to a northerly wind pushing against the Gulf Stream.

There is something startling about sailing into a Brittany natural harbor at high water with a few rocks showing, anchoring and then 6 hours later, when the tide is low, looking out to see the boat surrounded by pinnacles of rocks, towering above the boat, ranging from 10 to 50 ft.

On second thoughts, perhaps Southern California can do without the extreme tides! *Peter Beale - June 2006*

Sportboats *continued*

Europe produces a lot of Sportboats and has numerous OD Classes (Open 570, Open 650 and 750).

- The Open 5.00 is available for under \$18,000, brand new, complete with sails and road trailer!
- The Open 5.70 cost \$28,500 with road trailer, mylar sails, spinnaker and hoist for the keel.
- Beneteau, the world leader boat maker, is also getting into the Sportboats market and in 2005 designed the First Class 7500.

North America has also designed some great Sportboats. :

- The Melges 24 are being sailed and raced across the globe in large One Design fleets.
- The J/80, although marketed by J Boats, as a "Family boat" provide some great sensations.
- The Martin 243, although very extreme, is still very popular in Vancouver, Canada.
- Another Canadian Boat maker, "Rocket Boats" came out with a 22 footer which is capable of flying a symmetrical or asymmetrical spinnaker. The boat is remarkable and the fleet is already growing fast.

Got Lido?



By Robert Spieler, Port Captain

Regrettably, competing commitments resulted in my late and abbreviated appearance/contribution to Lido Day 2006.

I arrived in the afternoon to find that my Lido comrades had nicely displayed 6195 *faute de mieux* (loosely pronounced “photo mirror”, meaning for lack or want of a better) by the hoist.

A couple of guys were standing by her that I did not recognize, so I quickly converted to Skipper Seuss mode and went up to them pretending to be a Lido Day neophyte. I asked them if they were there for Lido Day, if 6195 was a Lido, if “faute de mieux” was French for “feel free to take this little boat for a sail without permission from the owner”, etc.

I then realized I was wearing my SCCYC hat and Lido Fleet 2 shirt. So much for being clever. I ended up taking one of them for a sail, which turned out to be more of an introduction to dinghy sailing than Lidoing, but it was great fun.

Fast forward to another Saturday, Lido Love Day. I arrived at SCCYC with the intent of a Therapy Sail and found the lot full of activity. *Shock & Awe*, *Fearless Fosdick*, and *Shenanigans* were all receiving attention from their respective owners. Don Baker had replaced some rigging components with Tom Estlow’s assistance and Tracey Kenny was debating the merits of buffing versus wet-sanding with her Nationals crew Robin. I

noticed that Tom had his full compliment of tools laid out on the tailgate of his truck and had that “gotta fix something” gleam in his eyes, so I decided to take advantage and hang with the Lido family onshore and address a few maintenance items of my own.

Tom helped me remove the hatch on 6195 to check the underdeck port shroud attachment and quickly became fascinated with a dark red viscous liquid that had accumulated inside the hull. Although I made repeated assertions to him that it was not transmission fluid (one of the perpetuating urban myths of distinction between the Classic versus 600-series Lido models), true to his nature, Tom doubted and broke out his “mystery fluid analysis kit”. Although he was unable to verify exactly what the substance was, he did note that it mixed well with rum and coke.

Meanwhile, Tracey managed to over apply the buffing machine to the point where she almost created a new porthole in *Shenanigans*. Is there a minimum hull thickness for a Lido? Robin gave me a quick tutorial on wet-sanding and now 6195 is much faster sailing on starboard tack when my crew and I are seated all the way aft so that the 2-foot section I sanded is in contact with the water.

I broke out my iPod and external speakers, beers were bought for one another, masts were dropped, inspected, and re-stepped...all in all a pretty enjoyable and productive endeavour. By the end of the day, I realized that engaging in land-locked Lido solidarity can be as enjoyable as Lido soloing.

See you on/off the water. — Robert

SCCYC OD Training Tips: Flying the Flags

The first in a series.

First, please do so. The flags are stored on the podium shelves. Please do not “borrow” flags from other establishments because this is generally considered theft. Please do not substitute the American Flag by using the red and blue Sharpie pens on a white piece of paper. Likewise, the SCCYC rub-on tattoos are not a good replacement for the real club burgee. They are also made with remarkably resilient materials; they should not require washing, vacuuming, or wet-

sanding to improve appearance. The OD Log contains a diagram showing proper halyard placement; they do not all go on the same halyard!

Please make every possible effort not to fly any of the flags upside down, especially the American Flag. Yes, it is true that an inverted flag is a sign of distress, but for clarity, here is a short list of examples of what constitutes distress:

- The SCCYC bar safe is being robbed: appropriate
- Your feelings were deeply hurt when a patron yelled at you, “I said DIET Coke & rum!”: not appropriate
- You realize just as you are placing the fresh-caught salmon fillet on the grill that the 5 propane canisters

next to the BBQ are empty pleas of incompetence, not displays of Corinthian volunteerism: appropriate

- Someone on their third round of Diet Coke & rum, comments that your nose hairs would make fine wind indicators if only attached to shrouds instead of your nostrils: hmmm, probably not appropriate, but there is a more important issue here...

You realize at 4:00PM that you have shown up on the wrong day to fulfill your OD duty: N/A, this is purely hypothetical, as it is almost as unlikely that someone shows up on their actual assigned day!

to be continued



O.D. SCHEDULE

& Club Events

Friday 1800 - 2200 Hrs (Year Round Hours)	Saturday 1200-1700 Hrs (Spring/Summer Hours)	Sunday 1200-1700 Hrs (Spring/Summer Hours)
7/7 Steve Weinman First Friday Dinner	7/8 Gary Speck	7/9 Angel Lopez Board Meeting 6pm
7/14 Mike Oliveau Cruise to Emerald Bay	7/15 Christine Speck Cruise to Emerald Bay	7/16 Brian Mason Cruise to Emerald Bay
7/21 Tracey Kenney Mem.Mtg & Dinner	7/22 Mike Sikov One-Design Weekend Regatta	7/23 Chris Rulla One Design Weekend Regatta
7/28 Ward White	7/29 Sam Pepkowitz	7/30 Mark Register
8/4 Jerry Magnussen First Friday Dinner	8/5 Sandy Clark	8/6 Gray Marshall Board Meeting 6pm
8/11 Peter Beale	8.12 Terry Stringfellow Outlook Trophy	8/13 Dan Grabski
8/18 Sherry Barone Commodores Cruise to Two Harbors	8/19 Bob Kellock Commodores Cruise to Two Harbors	8/20 John Fisher Commodores Cruise to Two Harbors
8/25 Steve Mullen	8/26 Stu Coleman Mem.Mtg & Dinner	8/27 Karyn Jones Lido Championship
9/1 Mark Spector	9/2 John Thomas	9/3 Jerome Sammarcelli

If you cannot fulfill your duty on your assigned date, please get a replacement and notify Chris Rulla (odchair@scyc.org) of your replacement. It is your responsibility to fulfill your duty or find a replacement; otherwise you **WILL** be assessed a donation of up to \$25.

Reminder: Please fill out the OD logbook, as it may be the only record that you fulfilled your duty.

NOTE: The sponsoring member introduces the new Member to O.D duty on the first tour.

Sign Up for One Dinner! Call 310 721-0244 to RSVP

Feb. 3	First Friday Dinner	Harry Johnson	July 21	Membership Meeting	Tracey Kenney + Lido Litter
Feb. 25	Membership Meeting	Bruce Fleck	July 22/23	O/D Weekend Race Hospitality	_____
March 3	First Friday Dinner	Bob Kellock & Samantha C.	Aug. 4	First Friday Dinner	_____
March 24	Membership Meeting	Peter and Francesca Beale	Aug. 26	Membership Meeting	Stu Coleman
Mar 25-26	Les Storrs Race Hospitality	Mike O Brien & Sandy B	Sept 1	First Friday Dinner	_____
April 7	First Friday Dinner	Ron Judkins & Jennifer Young	Sept 16	Membership Meeting	Gary Speck
April 22	Membership Meeting	Sandy Bartiromo	Sept 24	Fletcher Cup Race Hospitality	_____
May 5	First Friday Dinner	Mike Priest & Kelly F.	Oct. 6	First Friday Dinner	_____
May 20	Membership Meeting	Don and Diane Baker	Oct. 20	Membership Meeting	_____
May 28	Corinthian Cup Race Hospitality	Crew of Reliance	Oct 21	Two for One Race Hospitality	_____
June 2	First Friday Dinner	Tracey Kenney	Nov. 3	First Friday Dinner	_____
June 24	Membership Meeting	Ivan Tobutsickski	Nov. 18	Membership Meeting	_____
July 7	First Friday Dinner	Harry Johnson	Dec. 2	Installation Dinner	Bridge Officers



SOUTH COAST CORINTHIAN YACHT CLUB

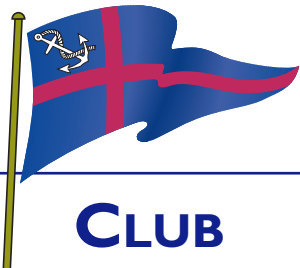
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